

genger who took his ticket in Holland before leaving. It is practically impossible to travel "accidentally," owing to the strict supervision of passengers before the start. Heads are counted, and the only case of a mistake I remember was when a passenger destined for (say) Cologne and another for Paris innocently occupied each other's seats in two aeroplanes standing side by side on the tarmac. Even that was discovered before the take-off.

Incidentally, a person carried off by accident would only have to draw the steward's attention to his plight, either when taxiing or immediately after the take-off, and the pilot would return to the departure platform to disembark him. Air companies, however, are not so easily taken in, for the passenger list and official load sheet must tally exactly with what is aboard, otherwise overloading might be the result.

British Continental Airways, Ltd., had a consignment of 150 guinea-pigs to Copenhagen recently. It is not yet known if these prolific little creatures doubled their numbers before arrival. One imagines the consignee, con-

fronted with 300 of them, remarking, "My goodness, my guinea-pigs," and thereafter demanding a guinea a pig for those born some 2,000ft. above the earth's surface.

Miss Ruth Rogers, amateur cinematographer, returned last week by Imperial Airways from India. Arriving with some 4,000ft. of exposed film, she was astonished, according to newspaper accounts, to have to pay duty on it. After all, this is a normal Customs duty, and it is better to acquaint oneself with such regulations before making these trips. Customs will always inform people in advance on these questions.

Croydon assumed its usual festive appearance on Cup Tie Day, owing to the swarms of beribboned and rosetted supporters who arrived in some twenty huge coaches at about 7 a.m. Mr. "Joe" Chamberlain was there as usual to mesmerise them into flying by "Surreys," and most of the flights were made by Capt. "Timber" Woods. So far as this firm alone was concerned, some two hundred gentlemen "oop for t'coop" were taken "oop in t'air."

A. VIATOR.

THE RAILWAYS MOVE ON

Big Extensions to Railway Air Services' Regular Routes : Co-ordinated Ground and Air Transport Facilities : The New Fleet

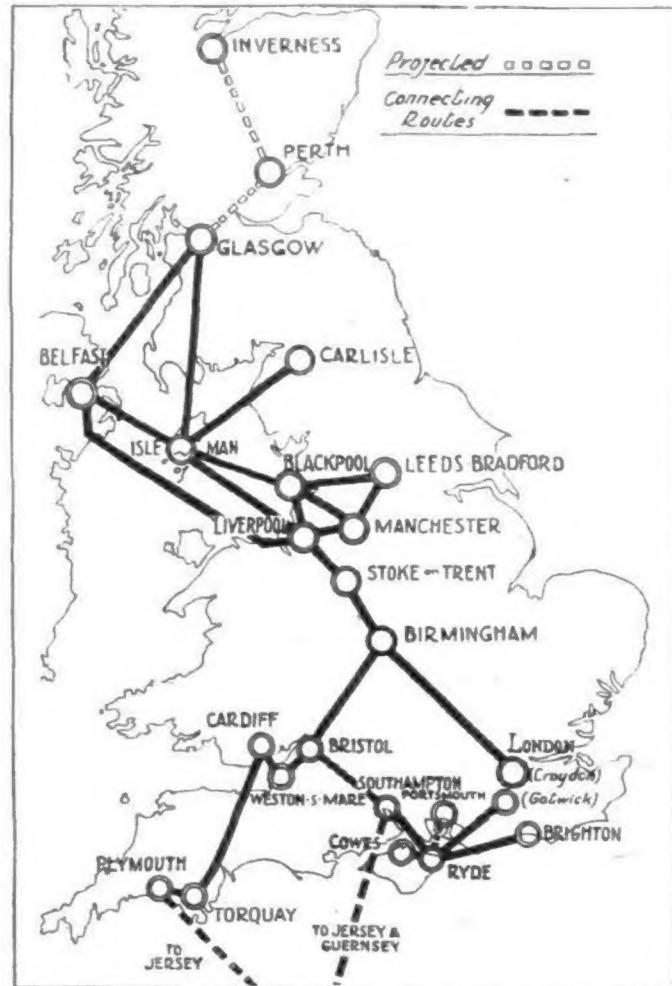
WITH other companies making plans for the 1936 flying season it was not to be expected that Railway Air Services would mark time, and the fact that considerable extensions and accelerations are due on and after Monday, May 25, should not surprise anyone. Orders have been placed or executed for eight new machines—two D.H.86 As, Series II, and six D.H.89s (Dragon Rapides), of which three have already been delivered—which will increase the fleet to eighteen, and sixty-two regular services will be operated. As before, the personnel will consist of Imperial Airways pilots, radio operators and engineers, and most of the maintenance work will be carried out at Croydon.

The new network is, of course, again planned around the main trunk route between London (Croydon), Belfast and Glasgow, which service will be continued to its present schedules—these are, of course, largely regulated by mail considerations—but the flying times will be reduced over certain sections. In addition to this and one between Belfast and the Isle of Man, an afternoon service from Manchester and Liverpool will be operated to Belfast, which is also connected with Glasgow by two services daily, and there is a possibility that the northern section will be extended to Perth and Inverness. Two of the services from the Isle of Man to Liverpool will provide connections with fast London trains—a very important point, since the real time is saved during the sea crossing.

In the South

Bristol will form a connecting point for services between the Midland and Northern towns, and the Isle of Wight, Brighton, Weston-super-Mare, Torquay and Plymouth—from whence Jersey Airways fly daily to Jersey. Gatwick, which is connected with Victoria by fast electric train services, will be used as the London terminus of the various Isle of Wight services.

More important, perhaps, than anything in the mind of the ordinary traveller is the fact that arrangements have been made by which passengers by R.A.S. may always return by first-class railway and steamer services, or, alternatively, railway or steamer travellers may return by air on payment of supplements, and heavy luggage can, of course, be collected and carried by rail with the ordinary "luggage in advance." Holders of season tickets are also allowed a 10 per cent. reduction on the normal air fares within the area covered by their seasons. The ability to make air bookings at any station, as well as at the normal travel agencies, will also help to get those people into the air who complain that they "didn't know that there was an air service." There is no doubt that R.A.S. can and will do a very great deal to encourage public



The Railway Air Services route map as it will appear on and after May 25.

New Flying Boat for Air France

FLYING boat development in France is not confined to craft for Air France's South Atlantic route. Bigger machines are being experimented with for use on the North Atlantic, and the requirements of the Mediterranean line—the daily 500-mile crossing between Marseilles and Algiers—have called forth the production of a new 26-seater flying boat to take the place of the fleet of twelve Lioré et Olivier 282s at present being used on that service.

This new flying boat, also by Lioré et Olivier, is known as the 246, and has four 690 h.p. partially supercharged Hispano-Suiza engines arranged in line along the leading edge of the wings. It has variable-pitch airscrews and a top speed of 210 m.p.h. Its total weight is just under 30,000 lb.